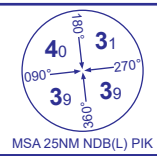
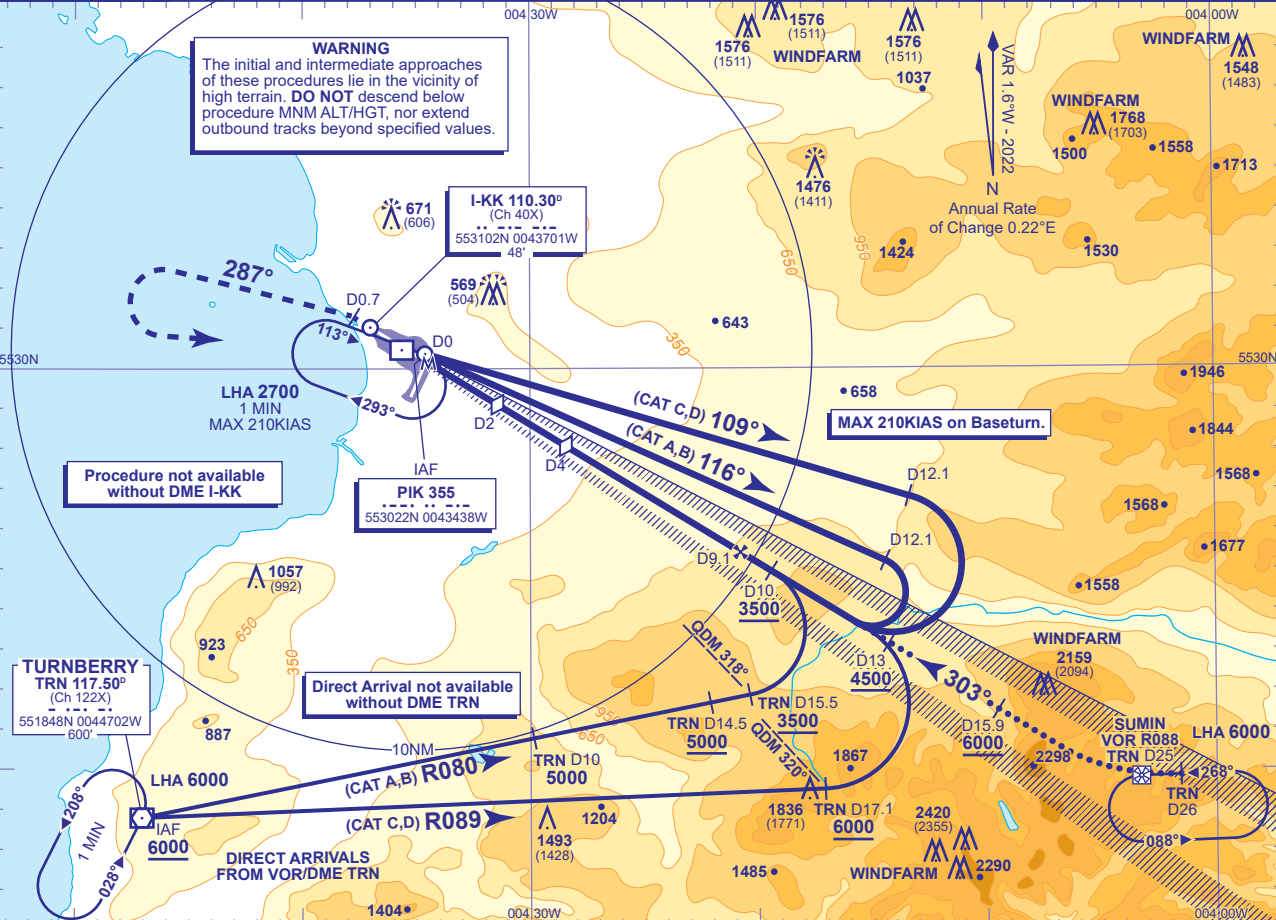


INSTRUMENT APPROACH CHART - ICAO

PRESTWICK  
LOC/DME/NDB(L)  
RWY 30  
(ACFT CAT A,B,C,D)

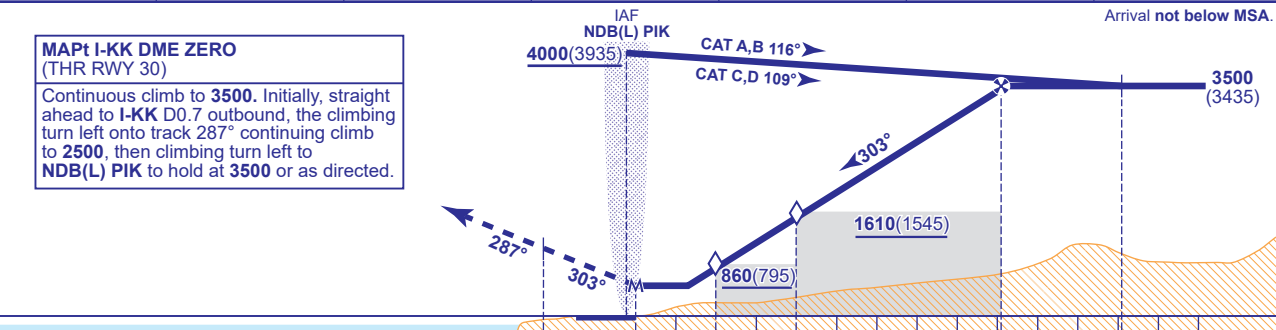


APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	65
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2355) (ABOVE THR)
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	
				TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 6.12%, 372FT/NM

DME I-KK	7	6	5	4 (SDF)	3	2 (SDF)
ALT(HGT)	2720(2665)	2350(2285)	1980(1915)	1610(1545)	1240(1175)	860(795)



DME I-KK zero ranged to THR RWY 30						D0.7	0	D2	D4	D9.1	D12.1	
Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	540(475)	540(475)	540(475)	540(475)		FT/MIN	990	870	740	620	500
VM(C)OCA (OCH AAL)	Total Area	800(735)	900(835)	1100(1035)	1100(1035)							
	SW of RWY 12/30	640(575)	710(645)	1000(935)	1070(1005)							

ALTERNATIVE PROCEDURE  
Approach SUMIN (IAF) on the inbound track of the SUMIN hold not below 6000. At TRN DME 26 turn right to establish on the LOC. Once established, descend from I-KK DME 15.9 following the recommended profile to 3500(3435). From the nominal FAF (I-KK DME 9.1) not below 3500(3435) continue descent following recommended profile to MDA(H).

- NOTES 1 Alternative procedure from SUMIN is based on 6.1% gradient CDA from 6000 to the FAF. To ensure CAS containment aircraft must not descend below the following ALT/HGT: I-KK DME 13 - 4500(4435) I-KK DME 10 - 3500(3435).  
2 Aircraft re-commencing the procedure after a missed approach can start the initial approach at 3500.

CHANGE (8/25): TRN VOR RECALIBRATED.